



GUYANA CIVIL AVIATION AUTHORITY

73 High Street  
Kingston  
Georgetown  
GUYANA

TEL. NOs: (592) 225 6822,  
225 0778, 227 8111  
FAX: (592) 225 6800  
E-mail: [director-general@gcaa-gy.org](mailto:director-general@gcaa-gy.org)

GCAA  
ADVISORY CIRCULAR

AIR NAVIGATION SERVICES  
INSPECTORATE  
AC NO: GCAA AC/ANSI/010

**SUBJECT:** Use of ATS Surveillance Systems in  
Procedural Control

**DATE INITIATED:** January 26, 2021  
**INITIATED BY:** DIRECTOR SAFETY &  
SECURITY REGULATION

**1. Purpose**

This Advisory Circular (AC) is issued to provide information and guidance to the ATS provider regarding the use of an Air Traffic Services (ATS) Surveillance System during the provision of Procedural Control by an Air Traffic Control (ATC) Unit.

**2. General**

Procedural control is the term used to indicate that information derived from an ATS surveillance system is not required for the provision of air traffic control service. (*Source: ICAO Doc 4444 PANS-ATM*)

The general principles of air traffic control are the same regardless of whether procedural or surveillance methods are used; that is the Controller monitors the traffic situations, detects, and solves conflicts by providing separation, and ensures orderly flow of the air traffic. The difference lies in the way situational awareness is built and updated (by Pilot reports, estimates and visual observation), the separation minima themselves (as described in ICAO Doc 4444, Chapter 5) and the support tools (flight strips instead of a situational display).

**3. Procedures**

The main difference between surveillance-based control and procedural control is the way the Controller builds and maintains a picture of the air situation. Note that, by definition, the use of procedural control does not mean that surveillance data is not available at all; nor does it preclude the use of surveillance data. However, the use of surveillance data is only to be done for enhancing the Controllers' situational awareness; note, this **is by no means intended or allowed** to assist in providing separation between aircraft.

The methods that can be used for separation provision are explicitly stated in local instructions (e.g. manual of operations). The main tool in procedural control is Flight Progress Strips (electronic or paper strip containing planned and current flight plan data for a specific flight, made available on an electronic display or flight progress board for use by air traffic controllers in the provision of ATS).

When applicable, and if approved by the Authority, ATS Surveillance Systems may be used to maintain a 'watch' on the progress of air traffic in order to provide procedural Controllers with:

- Improve position information regarding aircraft under control.
- Supplementary information regarding other traffic; and
- Information regarding any significant deviations by aircraft from the terms of their respective air traffic control clearances, including their cleared routes as well as levels, when appropriate.

#### 4. Approvals

An ATS Provider intending to use an ATS Surveillance System during the provision of Procedural Control, shall submit a formal request to the Authority and obtain approval for same prior to usage.

The ATS Provider shall inform the Authority of the proposed procedures the Controllers would be required to adhere to, and guidelines to be followed when using the ATS Surveillance System during procedural control.

Providing the review is satisfactorily completed and approval is granted, the procedures and other guidance shall be incorporated into the 'manual of operations' and other local instructions.

**Approved by:**



.....  
Lt. Col. (Ret'd) Egbert Field, A.A.  
Director General Civil Aviation  
Guyana Civil Aviation Authority

